

The last two versions of the Plan of Conservation and Development for Easton have envisioned walking and bicycle paths in town at a number of locations. Every bicycle route traverses a part of the proposed path. Additionally, the entire path is a component of at least three of the identified routes along its entire length. This makes the proposed path a key section of the identified bicycle corridor. The plan also envisioned walking paths. A map brought forth by the previous land use consultant showed several walking paths of different routes, but there had been hesitancy for safety reasons to include walking paths along the busy Sport Hill Road. A path was envisioned through the woods behind Veteran's Field.

The Transportation Alternative Program (TAP), a federal transportation set-aside funding program was first contemplated at the May 6, 2019, P&Z meeting as a way to provide a new, safer pathway for children walking along the roadway but for multipurpose use as well. The set-aside was considered because it would save the town 80% of the cost by using the money from this Federal Program. After discussions with P&Z, a concept was developed. [Appendix A](#). The plan envisioned a path from Flat Rock Road to Silverman's Farm. The plan was presented to the Board of Selectmen on May 16, 2019, with unanimous support. After this meeting, the concept and grant were further developed with the assistance of MetroCOG (The Metropolitan Council of Governments). From August of 2019, the plan was discussed and updated at P&Z meetings. The first concept presented to the Board of Selectman didn't include structures or drainage in the rough cost calculation. The initial projected construction cost was \$600,000. Upon application development, with the help of a MetroCOG engineer, retaining walls and culvert extensions were deemed necessary. Additionally, the cost of design was added into the total cost. These are the reasons the cost went from a rough estimate of \$600,000 to about \$888,500. An alternative scope project was also introduced at that time by the MetroCOG engineer. [Appendix B](#). In this iteration, the path would begin at the driveway to Helen Keller Middle School instead of at Flat Rock Road. The application was updated for the set-aside program and approved by the Board of Selectmen. On August 29, 2019, the formal application was signed by then First Selectman, Adam Dunsby and submitted by the Town. [Appendix C](#). The proposed cost at this point was \$888,500. This was presented to the Board of Finance on October 1, 2019.

Easton was subsequently notified by the State of Connecticut that the application was approved as the number one, highest ranked submission in the Bridgeport/Stamford Region. [Appendix D](#).

The plan was further refined at a Design Charette planned by P&Z and supported by MetroCOG, hosted by several engineering and design consultants. There was no expense to the town and alternatives like the path through the woods were explored. The Sport Hill Road route was finalized. As was later confirmed in private meetings by Board of Finance Chairman Andy Kachele, the route through the woods was not feasible. The findings of the Charette were published on the town website.

The next step was a review by engineers from the State Department of Transportation. Their evaluation completed on August 24, 2020 suggested a potential cost of \$1,585,000. [Appendix E](#). Discussions between all parties began to take place to identify the discrepancies between the two estimates and resolve them. Additionally, an adjustment to the scope was contemplated to deal with this unexpectedly high cost. This adjustment was to reduce the length of the path and end it at the Easton Village Store. It is not preferred by the State to adjust the scope of projects

submitted because they were ranked based on their initial scope and may not have received their ranking with the reduced scope. However, multiple conversations between our Land Use Consultant (also an engineer with experience building such pathways), the State, and the MetroCOG engineer reached an agreement on a price tag of \$1,247,000 without adjustments to the project scope in December, 2020. [Appendix F](#). The pathway would continue to Silverman's Farm. The decision was made to reduce the last stretch of pathway, (Easton Village Store north to Silverman's Farm), from 10 feet wide to 6 feet wide. This portion would mostly be used for pedestrian traffic only. It was decided to make this portion concrete. The change in surface is a visual cue for people to walk their bicycles and occurs in many other projects.

There has already been a presentation on costs of maintenance, including snow removal of approximately \$3000/ year. The Town of Easton would **not** hold homeowners, who front the property, responsible for snow removal. Liability would be the town's, as for any stretch of roadway or path.

Should this be approved, the next step would be the selection of a design engineer. That group would then design and cost out the actual project and then it would go to bid to select a contractor with state approval. The project would be supervised by a supervising engineer firm and our own town engineers. This process would determine the final cost for the project as for any public works project. The town would be responsible for any cost overrun, again, just like any other project. At that point construction could begin and would be completed by 2025.

The design phase of the path is completed in 3 sections by the state (Preliminary, Semi-Final, and Final Design) with cost estimates at each stage. Preliminary design, the first stage, accounts for about half of the total design cost or \$80,000. The Town is responsible for 20% of this, or \$16,000. Most, if not all, of the major impacts will be evaluated and addressed in this phase. Before proceeding to the next stage, the Town of Easton can reject the project because of impact or cost. If so, we are only responsible for 20% or \$16,000. The engineers say that at that point the major costs are known. If we continue to move forward with the whole design process and then decide not to proceed, the state will hold us responsible for the whole design cost. We would not be reimbursed for any of the estimated \$160,000.

Because of the scope of the project, wetlands approval is anticipated to be a local matter for our own Conservation Commission. This is customarily addressed towards the end of the design process when the impact can be intelligently predicted and mitigated.

Often times projects go out to bid with bid alternate(s) that allow for reducing or increasing the amount of work in the contract based on the bids received. For instance, if we were worried about total cost we could bid both HKMS to the Village Store and a bid alternate for extending to the path to Silverman's Farm. If bids are favorable, we could construct it all within the budget by executing the bid alternate with the base bid. If we only execute the base bid (HKMS to EVS) to stay within budget and are running under budget or the Town votes to increase the budget, then we could execute the bid alternate during construction.

Once design starts there will be close monitoring by the state and their consultant. If costs are running above plan but are within scope, we would be responsible for 20% of the increase only. This would apply to any reasonable unforeseen costs found during design. This could include material costs or technical issues. If we wanted to reduce the scope to stay within our budget, the state would accept this as long as it is reasonable, i.e. not stopping in the middle of nowhere. My editorial comment would be that this seems far more flexible than the state is on a bridge.

## APPENDIX A

### Project Location

This proposed project is located in the town of Easton, Connecticut along Route 59 (Sport Hill Road) from the edge of Easton's most densely developed neighborhoods (MP 5.30) to the local middle school and community center (MP 5.56) to the town center and popular local attraction, Silverman's Farm (MP 6.13). Sacred Heart University is 1.6 miles to the south and the Merritt Parkway runs along the southern border of Easton. The total project length is approximately 4,300 feet with approximately 1,300 feet located on State or Town owned land frontage.

### Purpose and Need

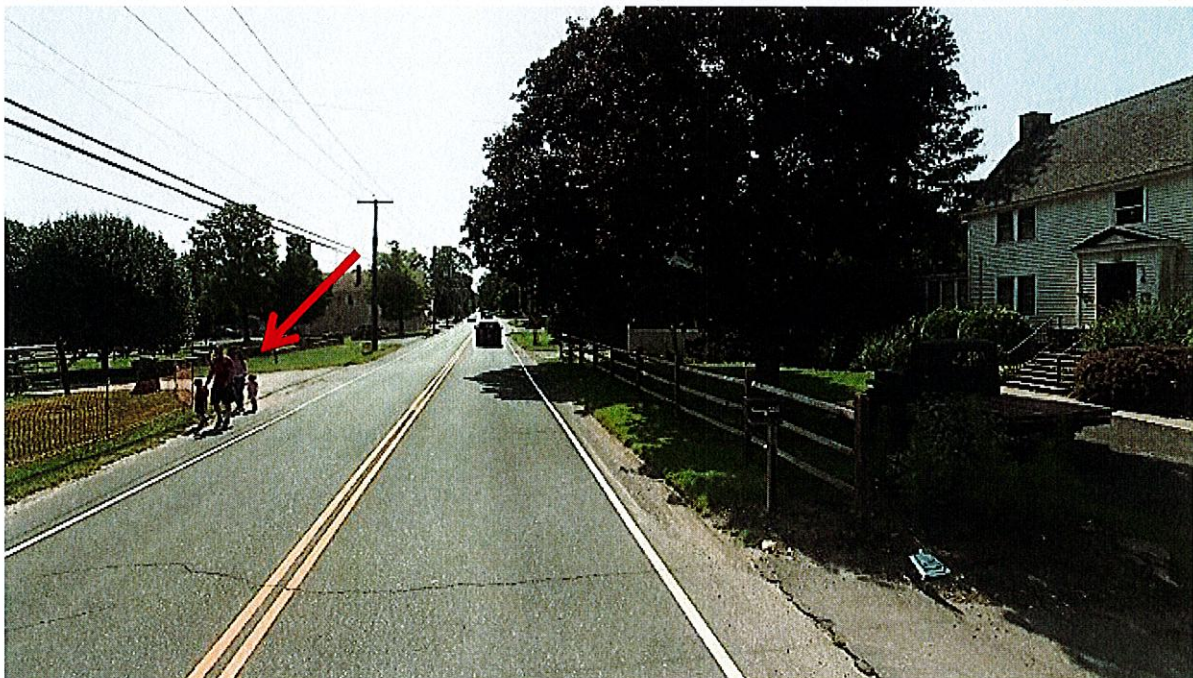
This purpose of this proposed project is to provide a multi-use path for pedestrians and bicyclists to safely travel along Route 59 between the densely developed residential area of town, the middle school, and the town center. This will enhance the community by provided an alternative to motor vehicle transportation for a majority of the town's residents by connected the developed area with the town center. The neighborhoods immediately south of the proposed project limits are well connected through a network of local roads. However, the State highway which connects these neighborhoods to the town center is highly restrictive, preventing residents from safely accessing it by any means other than a vehicle.



Runner along Route 59 at Helen Keller Middle School from the town center



Pedestrians along Route 59 walking between the town center and Silverman's Farm



Pedestrians along Route 59 walking between the town center and Silverman's Farm

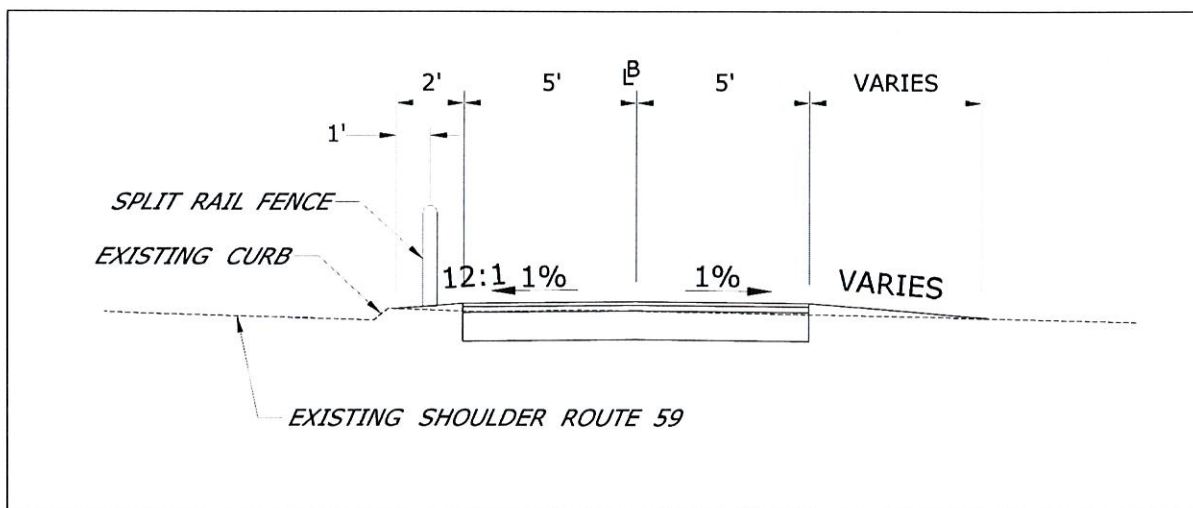
## Existing Conditions

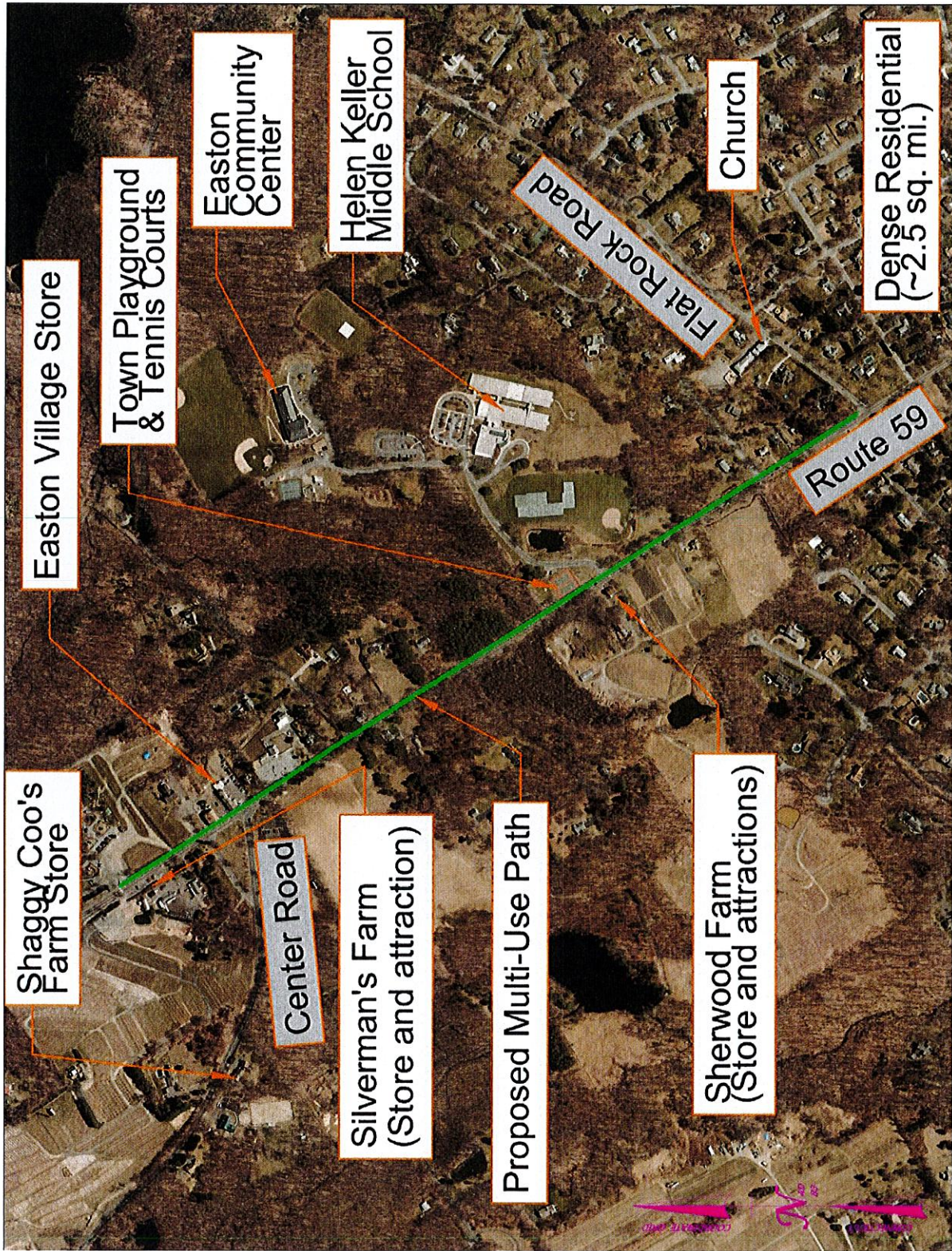
Route 59 is a two-lane highway of which a majority of the project limits is urban minor arterial and the remaining is rural major collector. The roadway consists of two 11' lanes with 1'-3' shoulders and curbing throughout. There are no sidewalks within the proposed project limits and the route is classified as "less suitable" on the 2009 Bicycle Map. The terrain immediately adjacent to the highway is largely impassable requiring pedestrians and bicyclists to stay on the limited paved surface. Along this stretch of highway there were 50 crashes in the most recent 5 year period with the majority of crashes and severity near the town center and middle school driveway. The regulatory speed limit is 35 MPH and the 85<sup>th</sup> percentile speeds are 42-44 MPH within the proposed project limits.

## Proposed Improvements

Install an 8'-10' multi-use path along the eastern side of Route 59 beginning at the intersection of Flat Rock Road continuing to the town center and ending at the main driveway for Silverman's Farm. This will provide a dedicated space separated from motorized vehicular traffic by open space of 2'-4'. The path may be used by pedestrians, bicyclists, skaters, wheelchair users, strollers, joggers, and other non-motorized users. It will consist of two bi-directional travel lanes with 2'-4' grass shoulders on either side.

No drainage systems are anticipated to be installed for this proposed project as the stormwater is anticipated to move via sheet flow in its current pattern of flow. No structures are anticipated for this proposed project as the path will be constructed near existing grade. Right of Way will likely be required along portions of the path where there is insufficient width within state and town rights of way.





## **METROCOG TAP PROJECT EVALUATION**

### **Route 59 Multi-Use Path Town of Easton**

#### **TOWN PROPOSAL**

- Bi-Directional Multi-Use Path 8 to 10 feet in width.
- Project limits are from Flat Rock Road, northerly to Silverman's Farm
- The length of the proposed project is 4,300 linear feet.
- A wooden split rail fence, to be located between the pavement edge and the proposed path, was included in the project narrative.

#### **CONSTRUCTABILITY**

- The existing state highway right of way width is 66 feet.
- Field reconnaissance determined that there is approximately 12 feet of width between the back face of the existing utility poles and the right of way line in the vicinity of 412 Sport Hill Road.
- The state highway pavement width averages 26.5 feet, curb to curb.
- A 10-foot-wide path would require extensive grading, some slope rights as well as some short height retaining walls to accommodate the path width proposed by the town.
- Constructing the path on the easterly side of Route 59 between The Middle School/ Community Center Driveway and Old Oak Road, and on the westerly side between Old Oak Road and Banks Road will minimize impacts to the existing features located in and adjacent to the right of way. Constructing the path on the easterly side of Route 59 between Banks Road and Silverman's Farm will do likewise.

#### **EXISTING WALKS/PATHS**

- There was a sidewalk along Route 59 from Flat Rock Road to the Middle School/ Community Center driveway that was removed by the town several years ago due to lack of use and its deteriorating condition.
- There is a recently restored paved walking path from the Middle School building that runs southerly to Ridgedale Road, and the rear entrance to the church facility located on/fronting Flat Rock Road.

## PROGRAMMING COST ESTIMATE

- The estimated base year (2019) construction contract cost, including contingencies is \$1,057,990. It does not include the split rail fence.
- The split rail fence was not included due to the need for a ConnDOT/Town maintenance agreement, it's potential crash liability and its maintenance.
- The project proposal summary submitted by the town contained a construction cost estimate of \$600,000.
- The Town of Easton has approved their 20% local share of the project costs based upon the \$600,000 figure.

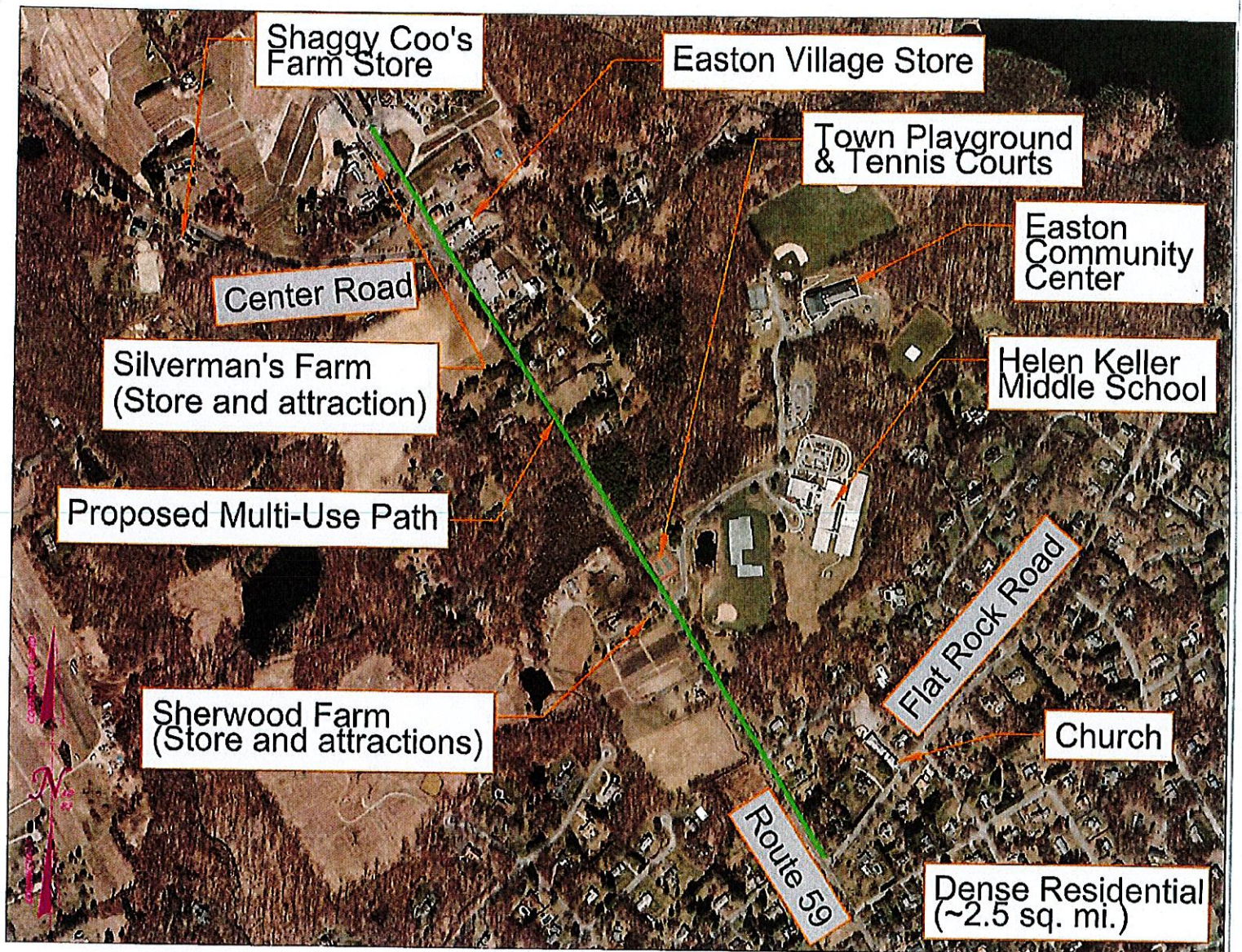
## AN ALTERNATIVE/REVISED PROJECT SCOPE

- Revising the southerly project boundary to the Middle School/Community Center Driveway will reduce the project length from 4,300 feet to 2,670 feet.
- Reducing the path width from 10 feet to 6 feet will reduce the need for more extensive grading, slope rights and retaining walls.
- The reduced scale alternative can be justified due to the presence of the upgraded walking path located south of the Middle School. The need to reduce the scope of grading, and the potential need for slope rights and retaining walls can justify the reduction in the path width.
- From an engineering aspect, it is the opinion of the writer that a 6-foot-wide concrete sidewalk would be adequate for a shared bicycle/pedestrian path for this rural location. The section of the proposed path between Center Road and the northerly project limit, at Silverman's Farm, could easily support a 10-foot-wide path due to the level topography and the potential for more pedestrian traffic.
- The Programming Cost Estimate for this alternative/revised project scope is \$498,082, which is compatible with the approved town budget figure for this endeavor.

Prepared by Robert F. Kulacz

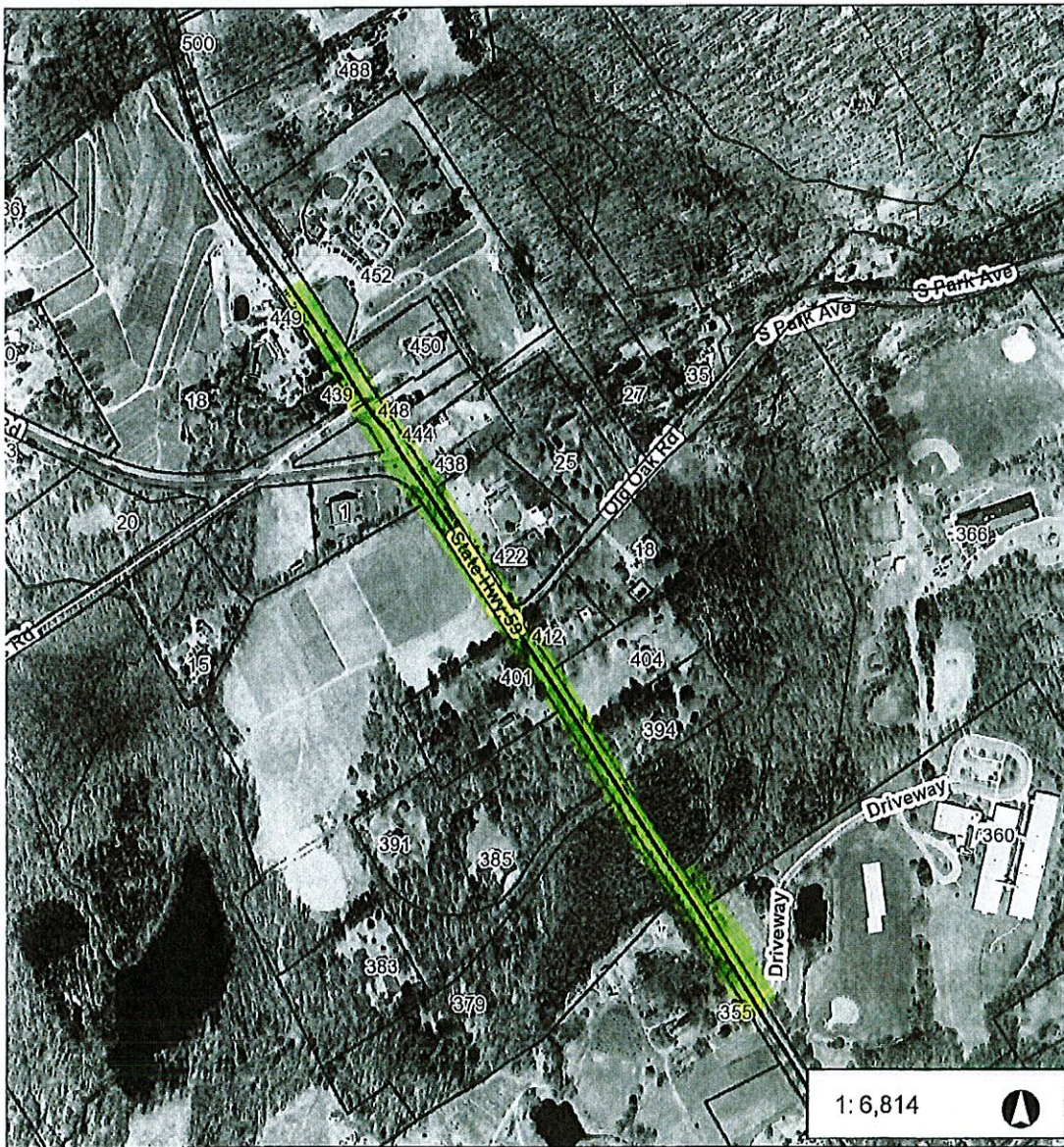
MetroCOG

June 3, 2019



ORIGINAL PROJECT  
Length: 4,300 feet

## Map Title



### Legend

- ☐ Parcels
- Streetname
- Roadways
  - Local
  - Collector
  - Minor Collector
  - Minor Arterial
  - Major Collector
  - PA Other
  - PA Other Expwy
  - PA Interstate

Middle School to  
 Old Oak = 1450'  
 Old Oak to Banks  
 870'-50' = 820'  
 Banks to Snow's =  
 400'

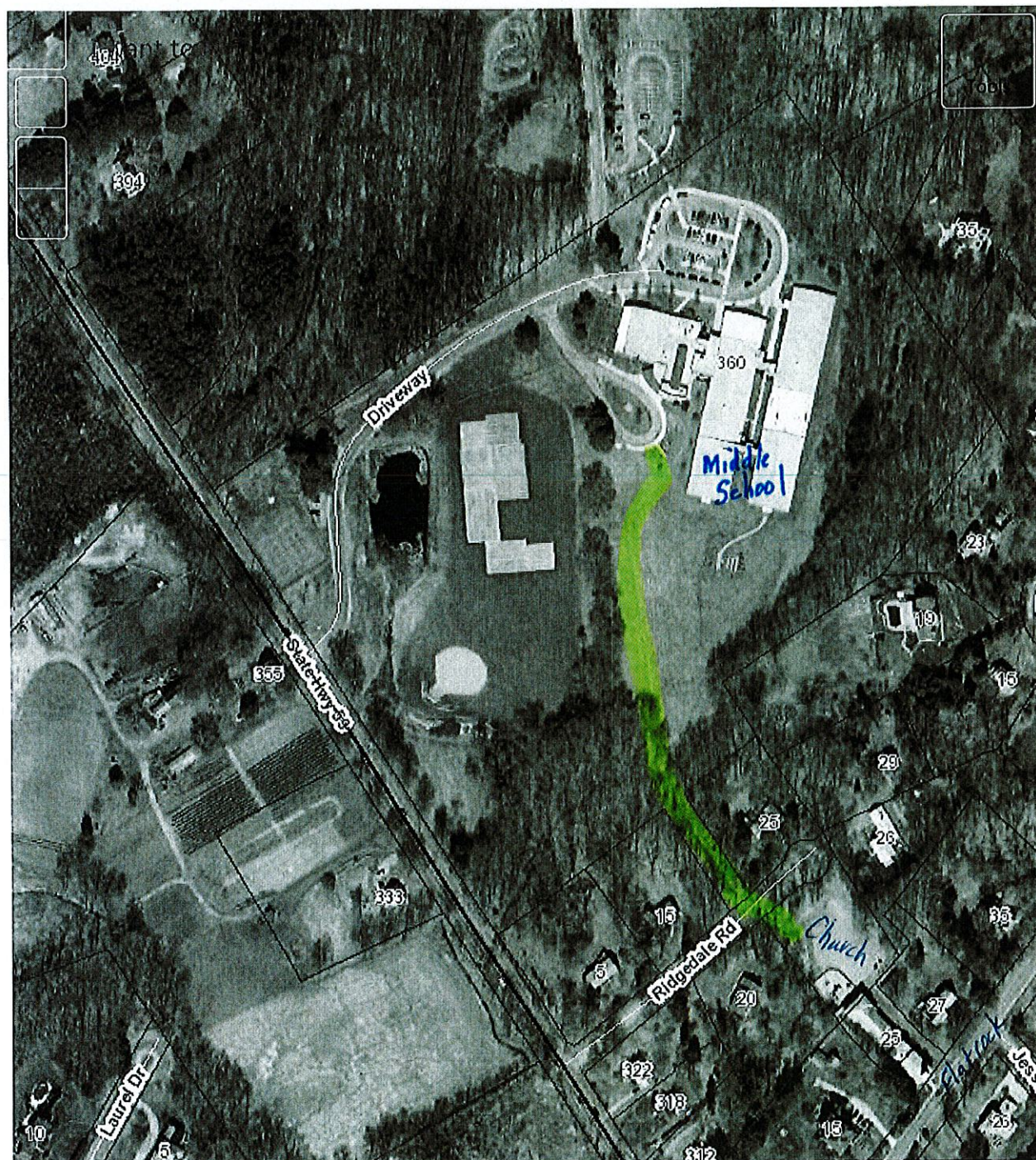
Revised Project Length:  
 2,670 feet

5/29/19

567.79 1,135.6 Feet

This map is a user generated static output from an Internet mapping site and  
 is for reference only. Data layers that appear on this map may or may not be  
 accurate, current, or otherwise reliable.  
 THIS MAP IS NOT TO BE USED FOR NAVIGATION

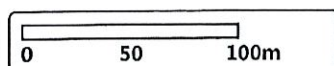
Map Changed. Center latitude: 41.2440 degrees North. Center longitude: 73.2672 degrees West. Visible Features: 156 features visible on Property. 42 features visible on Roadways. 42 features visible on Streetname.



 Path from Ridgedale to Middle School



2016 ST...



# Quadrille Pad

Project	Route 59 Path - Easton (TAP)	Calculated by	RFK	Date	5/22/19
Scale	Sheet	of	Checked by	Revised	Date 6/3/19

## (ORIGINAL SCOPE BY TOWN)

- Length: 4,300 feet (1300 feet along state/town property frontage)
- 8'-10' wide, bi-directional

### Programming Estimate

Earth Excavation	800 CY @	\$20.00	16,000
Formation of Subgrade	4750 SY @	2.50	11,875
Concrete Sidewalk (10')	42,500 SF @	12.00	510,000
Concrete Ramps	400 SF @	25.00	10,000
Detectable Warning Strips	8 @	200.00	1,600
Topsoil	1900 SY @	12.00	22,800
Turf Establishment	1900 SY @	3.00	5,700
Epoxy Pavement Markings	500 SF @	3.50	1,750
Flaggers 120 days @ 8 hrs	960 hrs @	40.00 hr	38,400
Signage	200 SF @	40.00	8,000
Retaining Walls (Pre-Engineered Block)	500 SF @	25.00	12,500
Trench Excavation	50 CY @	25.00	1,250
18" RC Pipe	40' @	75.00	3,000
18" RCCP	2 @	\$1,300.00	2,600
Borrow 1/2 1000'x3'x10'	555 CY @	35.00	19,425

Total Identified Items		664,900
Minor Item Allowance 20%		132,980
Identified + Minor Items		797,880
Estimated Lump Sum		
Clearing & Grubbing 4.0%		31,915
M & P T 2.0%		15,958
Mobilization 3.5%		27,926
Staking 1.0%		7,979
Total Contract Work		881,658
Contingency (20%)		176,332
Contract Including Contingency 2019 (base Year)		1,057,990

# Quadrille Pad

Project	Route 59 Path-Easton (TAP)	Calculated by	RFK	Date	6/3/19
Scale	Sheet	of	Checked by	Date	

## (ALTERNATIVE SCOPE)

- Length: 2,670 Feet
- 6' width

### Programming Estimate

Earth Excavation	800 CY @ \$20.00	\$16,000
Formation of Subgrade	18,000 SF @ 2.50	4,500
Concrete Sidewalk (6')	16,000 SF @ 12.00	192,240
Concrete Ramps	325 SF @ 25.00	8,125
Detectable Warning Strip	6 @ 200.00	1,200
Topsoil	1,200 SF @ 12.00	14,400
Turf Establishment	1,200 SF @ 3.00	3,600
Agency Statement Markings	500 SF @ 3.50	1,750
Flaggers 90 days @ 8 hrs	720 hr @ 40.00	28,800
Signage	200 SF @ 40.00	8,000
Trench Excavation	50 CY @ 25.00	1,250
18" RCP	40 ft @ 75.00	3,000
18" RCE	2 @ 1,300.00	2,600
Borrow $\frac{1}{2} \times \frac{1000 \times 3 \times 6}{27}$	350 CY @ 35.00	12,250

Retaining Walls (Pre-Engineered Block) 500 SF @ 25.00 12,500

• Total Identified Items	\$310,215
Minor Item Allowance (20%)	62,043
• Identified plus Minor Items	372,258
Estimated Lump Sum Items	
Clearing & Grubbing 5.0%	18,613
M & P Traffic 2.0%	7,445
Mobilization 3.5%	13,029
Staking 1.0%	3,723
• Total Contract Work	415,068
Contingency (20%)	83,014
• Contract Including Contingency (2019 Base Year)	498,082

**Transportation Alternatives (TA) Set-Aside  
(FFY 2021 – FFY 2025)**

**PROGRAM APPLICATION**

**1.0 Project Title**

Provide the title of the Project: **Route 59 Shared-Use Path**

**2.0 Council of Governments**

The application should be submitted to the Council of Governments (COG) office having boundaries encompassing the majority of the project's limits. Maps depicting the COG and Metropolitan Planning Organization (MPO) boundaries as well as the Transportation Management Areas (TMA) are provided under separate cover as an appendix to the application. For projects that span multiple COG boundaries, please list in order beginning with the COG with the greatest geographic coverage or the COG with which project coordination has been initiated.

Council of Government(s): **Connecticut Metropolitan Council of Governments**

**3.0 Project Sponsor and Commitment Statement**

The Project Sponsor is the applicant and will be the entity that enters into agreement with the State of Connecticut Department of Transportation for program administration and funding. **The Project Sponsor MUST be a municipal governmental agency established through State Statutes.** Please indicate the formal legal names of the organization and duly authorized representative.

**IF PROGRAM FUNDS ARE AUTHORIZED:** The Project Sponsor will be responsible for commitment of funds to match federal program dollars and finance any ineligible project costs. The Project Sponsor will also be responsible for commitment to operate, maintain and insure the completed improvements. Upon project completion, the responsibility of liability and maintenance to ensure a safe, secure facility and components remains with the Project Sponsor, regardless of location within State or federal rights-of-way. Formal letters of commitment or resolutions from the appropriate fiscal entity, (i.e. Town Council, Board of Finance), will be required. Additionally, the Project Sponsor will be responsible for meeting public involvement requirements.

Legal Name of Organization: **Town of Easton**

Legal Name of Duly Authorized Representative: **First Selectman Adam Dunsby**

  
Signature of Duly Authorized Representative

**August 29, 2019**

Date (MM/DD/YYYY)

*By signing my name on the signature line above, I am certifying that I am the duly authorized representative of the sponsoring agency and that I am aware of the application and proposed project on behalf of the organization as well as my responsibility as the Project Sponsor. If PROGRAM funds are authorized, My signature further indicates that, to the best of my knowledge, the statements made on this application form and any attachments are true and complete and are made in good faith. I understand that if I knowingly make any misstatement of fact, this application is subject to disqualification and dismissal. All statements made on this application are subject to verification as a condition of funding authorization.*

## APPENDIX C

### 4.0 Project Contact (Representative from Project Sponsor)

The Project Contact must be a representative of the Project Sponsor's agency. The Project Contact will act as the project manager. The Project Contact will be the primary person to which correspondence, inquiries and project coordination will be directed regarding the application and subsequent project if funds are awarded.

First Name: **Edward**

CT Municipality: **Easton**

Last Name: **Nagy**

Division/Office: **Public Works**

Title: **Director**

Street: **15 Westport Road**

Telephone No: **203-268-0714**

Zip Code: **06612**

Facsimile No: **203-261-7915**

Email Address: **eastondpw@eastonct.gov**

### 5.0 Eligible Projects

- 5.1 Construction, planning and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.
- 5.2 Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- 5.3 Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- 5.4 Construction of turnouts, overlooks and viewing areas.
- 5.5 Community improvements activities including:
  - Inventory, control, or removal of outdoor advertising;
  - Historic preservation and rehabilitation of historic transportation facilities;
- 5.6 Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Using the numbers above identify which one best fits the project: **5.1**

For linear projects, Federal logical termini and serving a transportation purpose requirements must be satisfied. Projects should be vetted to determine its public support level and should be feasible to design with construction started within a three year time period.

### 6.0 Project Location

Briefly describe the project location:

**A ten-foot, bi-directional shared-use path will be installed along the eastern side of an approximately 2,760-foot stretch of Route 59/Sport Hill Road.**

Indicate the start (and end, if linear) of the project limits:

**The path will begin at the driveway of Helen Keller Middle School (360 Sport Hill Road/MP 5.56) and proceeds northerly to the crosswalk to Silverman's Farm Country Market (452 Sport Hill Road/MP 6.13).**

Identify the municipality (ies) having boundaries encompassing the project location.

Primary CT Municipality: **Easton**

Other Municipality (ies):

**LOCATION MAP:** Depict the location of the project on a base map such as a town road map, GIS map, aerial photo, or another base map suitable to clearly depict the project's overall location upon. Provide a hard copy.

**CONCEPT PLAN** As appropriate and necessary for the scale and context of the project proposed, provide a map with a conceptual layout to graphically depict the location of the project and its relation to existing features, regulated areas, and adjacent facilities the project would connect to. Provide a hard copy.

## **7.0 Project Description**

Briefly describe the project:

**This project will provide a bi-directional, shared-use path for pedestrians and bicyclists to safely travel along Route 59 between the Town's southern neighborhoods, the middle school, community center, dog park, Village Center and local agricultural uses. The path will accommodate pedestrians, bicyclists, skaters, wheelchair users, strollers, joggers, and other non-motorized users.**

**A ten-foot wide asphalt path, with 2-foot to 4-foot grass shoulders on either side, will begin at the driveway to the middle school, community center and dog park (southerly project limit) for a distance of 2,700 feet. At the Village Center, the path will narrow to a six-foot wide concrete sidewalk. After passing Easton's EMS building (448 Sport Hill Road), the path will become a ten-foot wide concrete path that will end at the crosswalk to Silverman's Farm Country Market (northerly project limit).**

**There is sufficient right of way to construct the project. Right of way acquisitions will be limited to slope rights and temporary rights.**

## **8.0 Purpose and Need**

Briefly explain the purpose and need for the project, including anticipated significance and impacts of this project. Provide any additional information that may assist with determining the eligibility and selection of this project. This is an opportunity to discuss why the project should be selected for PROGRAM funding.

**Route 59 is the primary connection between the Town's southerly neighborhoods, community center, middle school and local businesses/agricultural uses. However, both visitors and residents are prevented from safely accessing these uses by any means other than a vehicle. There are no sidewalks and the route is classified as "less suitable" on the 2009 Bicycle Map. The terrain immediately adjacent to the highway is largely impassable and requires pedestrians and bicyclists to stay on the limited paved shoulder, with a varied width of 1 to 3 feet.**

**In the project area, Route 59 has a regulatory speed limit of 35 MPH; 85th percentile speeds are 42-44 MPH. There have been 50 crashes in the most recent 5-year period with, the majority of crashes and severity occurring near the Village Center and middle school driveway.**

## **9.0 Community Character and Regional Significance**

Briefly describe how this candidate project directly relates to the region and community, including anticipated benefits and fit with the character of the area served.

**By providing an alternative to motor vehicle transportation for residents of all ages and abilities, as well as visitors to local farms (agritourism), the Town will both improve pedestrian/cyclist safety and maintain their rural character.**

**The neighborhoods immediately south of the project area are well connected by a network of local roads. Residents of these neighborhoods have safe, protected access to the school and community center by the recent restoration of a paved walking path which connects these facilities to Ridgedale Road and the rear entrance of a church fronting Flat Rock Road.**

**North of the school/community center driveway, Route 59 is the only connection to the Village Center, as an alternative network of local roads does not exist. Many middle-schoolers are attracted to the shop located in the Village Center, and Route 59 does not provide safe access. The shared-use path will complement the existing facilities south of the school's driveway and improve the safety of school children visiting destinations north of the driveway.**

**Further, due to the popularity agritourism and CTGrown products, Easton has begun to see more visitors to the Town, and the associated traffic. As this path will link several local farms to the Village Center, short trips between destinations could be reduced, and visitors will have an opportunity for a safe bike ride or walk through this rural area.**

## **10.0 Public Support**

Demonstrate the level of public support or opposition that has been voiced to date, if any, either via a public forum, written correspondence or other form of communication, including media coverage. Provide a description of the events, published articles, media coverage, or other related materials that are relevant to demonstrate public support for the project.

**This project was developed by members of Easton's Planning and Zoning Commission and is based on recommendations from the 2018 Plan of Conservation and Development. The Board of Selectman approved application to Transportation Alternatives at their May 16<sup>th</sup>, 2019 meeting.**

### 11.0 Permitting

Provide a list of anticipated permits that are required for the project. It is not required that permitting be completed for the application.

**The path will need Inland/Wetlands approval, as some culvert outlets may need to be extended.**

### 12.0 Project Cost Estimate

Provide the estimated cost of the project, include a detailed cost estimate and the basis for the cost estimate. Of this total cost, a maximum of eighty percent (80%) can be funded by the Federal Highway Administration through the PROGRAM and a minimum of twenty percent (20%) must be secured by the Project Sponsor. To expedite the consultant selection process and overall project delivery, it is encouraged but not mandatory that the project Sponsor advance the design phase without federal participation. Projects submitted for consideration under this program shall have a minimum estimated project cost of five hundred thousand dollars (\$500,000). A sample cost estimate is attached.

**Total: \$888,500 Federal: \$710,800 Local: \$177,700**

### 13.0 Local Match Financing

The minimum twenty percent (20%) match typically must come from non-federal sources as there are restrictions on the application of federal monies to the match share of PROGRAM funds. Indicate whether the non-federal match can reasonably be secured by the project sponsor for the project if PROGRAM funds are authorized. LOTCIP funds may not be used as a local match.

Are you providing the match with non-federal sources?      X ☐ Yes      ☐ No

Can the local match be reasonably secured?      X ☐ Yes      ☐ No

### 14.0 Attachments and Additional Information/Materials – Please limit comments and attached pages to those critical for Review of the Application and proper understanding of the Project Proposal.

This section is optional and may be used to provide any additional information pertinent to the presentation of the candidate project for consideration of funding under the PROGRAM.

Please indicate any additional materials being submitted with the application package or provided to the COG for consideration. If additional pages were used to answer questions on this application, please indicate the section and number of pages. Applicants are encouraged, however, to limit responses to the space provided in the PROGRAM Application.

The information below will be utilized during the review by staff at the COG and at the Department to ensure that each reviewer has a full application package. A listing with a brief description of each item should be provided noting the number of pages for each attachment and the pertinent application section, as applicable.

Number of Pages:

2

Application Section:

10

Brief Description:

BOS Meeting Minutes, May 16<sup>th</sup> 2019

#### SPECIAL NOTE:

- 1) Two hard copies of a manually signed application must be submitted for purposes of file record.
- 2) A digital pdf file of the completed form application must also be submitted electronically.

MEETING MINUTES  
Easton Board of Selectmen  
May 16, 2019  
7:30 PM  
Town Hall Conference Room A

Adam Dunsby called the meeting to order at 7:30 p.m.

Present: Adam Dunsby, Kristi Sogofsky, and Robert Lessler

1. Robert Lessler moved to approve the minutes of the Easton Board of Selectmen Meeting, May 2, 2019 with the corrections: agenda item #4—place a comma after "health officer"; agenda item #6—place a comma after "Director of Public Works". Kristi Sogofsky seconded. Motion passed unanimously.
2. No members of the public spoke.
3. Kristi Sogofsky moved to approve the following tax refunds as recommended by Krista Kot, Tax Collector: 1. JP MORGAN CHASE BANK NA - \$264.53; JP MORGAN CHASE BANK NA - \$91.44; JP MORGAN CHASE BANK NA - \$884.76; JP MORGAN CHASE BANK NA - \$173.13; HIGHLAND PLACE LLC - \$476.35. Robert Lessler seconded. Motion passed unanimously.
4. Town Clerk Christine Halloran presented proposed revised job descriptions for the town clerk and assistant town clerk positions. Robert Lessler moved to approve the revised job descriptions for the town clerk and assistant town clerk as presented. Kristi Sogofsky seconded. Motion passed unanimously.
5. *Note: item 6 was taken prior to item 5.* Jean Puchalski of the Agricultural Commission presented a proposed lease for the continuation of farming on Morehouse Road on plots A and B in front of Samuel Staples Elementary School. Robert Lessler moved to approve the presented lease between the Town of Easton and Speckled Rooster Farm for the term May 20, 2019 through April 15, 2024 for two plots (A and B) in front of Samuel Staples Elementary School. Kristi Sogofsky seconded. Motion passed unanimously.
6. Ray Martin and Justin Giorlando of the Planning and Zoning Commission presented a plan for a proposed multi-use path along Route 59 from Flat Rock Road up to the Silverman's Farm area. They proposed we apply for a Transportation Alternatives Set-Aside Program (TAP) grant. The Town would have to pay 20% of the cost. The total projected cost is \$600,000. Applying for the grant does not obligate the Town. Kristi Sogofsky moved that the Board of Selectmen support application for a TAP grant to fund a proposed multi-use path along Route 59 from Flat Rock Road to Silverman's Farm and issue a commitment letter in support. Robert Lessler seconded. Motion passed unanimously.
7. The Board discussed the proposed zoning regulations of the Planning and Zoning Commission. The Board decided to provide their comments to the Planning and Zoning Commission in writing.
8. Kristi Sogofsky moved to award the bid for tree removal and pruning to Ed the Treeman for a total amount of \$97,434. Robert Lessler seconded. Motion passed unanimously.
9. The Board had initial discussions of the following policies: Gift Policy, Working from Home, and Human Resource Policies and Procedures. They will be taken up at a future meeting.
10. Kristi Sogofsky updated the Board on the library building project. Due to all bids coming in over expectation, the project is being put on hold. The Library Board and 2017 Library Building Committee will look into other funding options.

Adam Dunsby moved to add to the agenda 10A, Appointment of counsel for assessment appeals. Robert Lessler seconded. Motion passed unanimously.

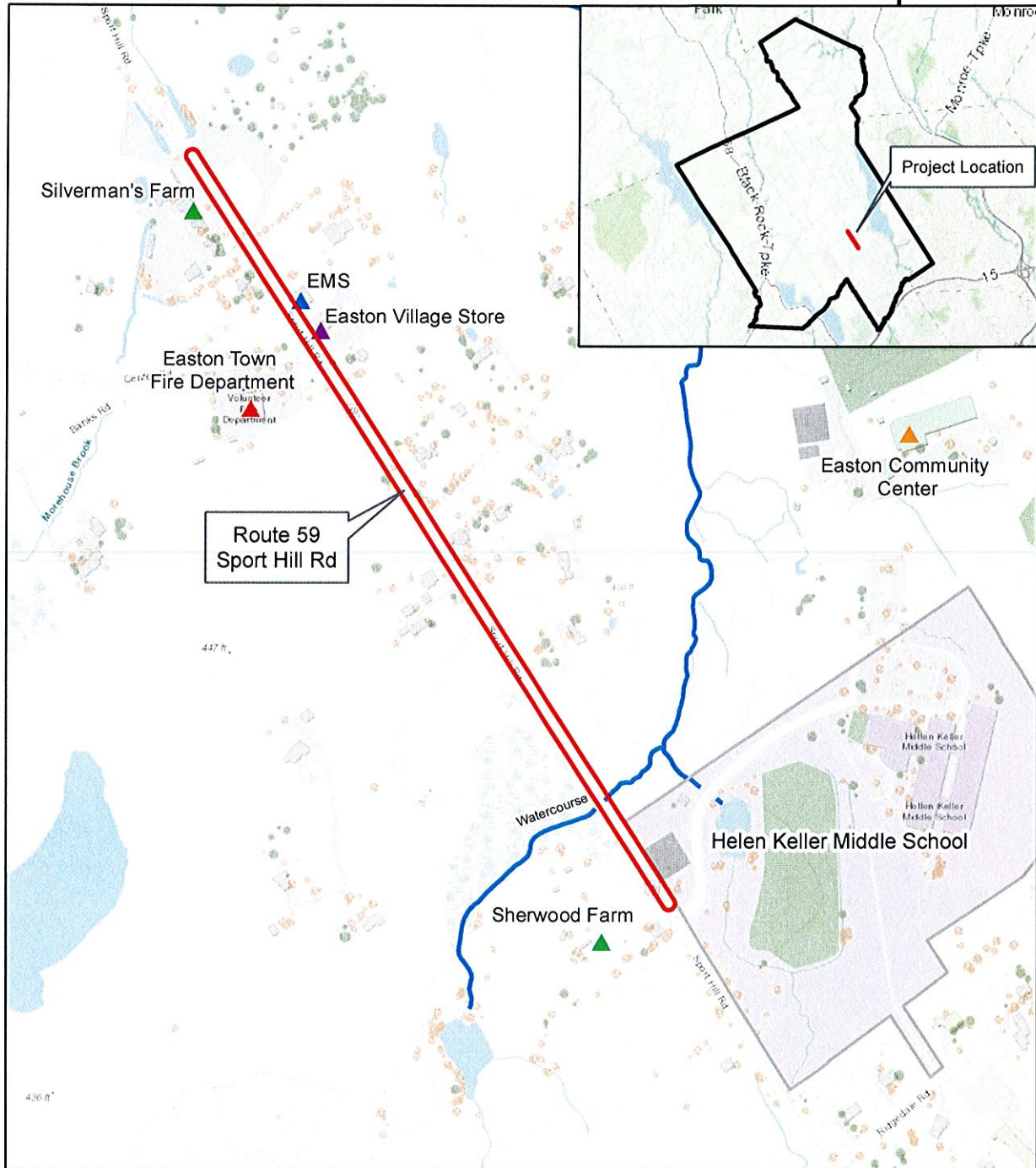
10A. Robert Lessler moved to appoint Berchem, Moses, and Devlin to represent the Town in the matter of Mark J. Appelbaum v. Town of Easton AND Robert Paniccia v. Town of Easton. Kristi Sogofsky seconded. Motion passed unanimously.

11. No Board member commented.

12. Robert Lessler moved to adjourn. Kristi Sogofsky seconded. Motion passed unanimously.

3A~05-16-19

# Route 59 Shared-Use Path Location Map



## Legend

-  Project Location
-  Watercourse

0 500 1,000 Feet





# Route 59 Shared-Use Path Concept Plan



Sheet 1 of 2

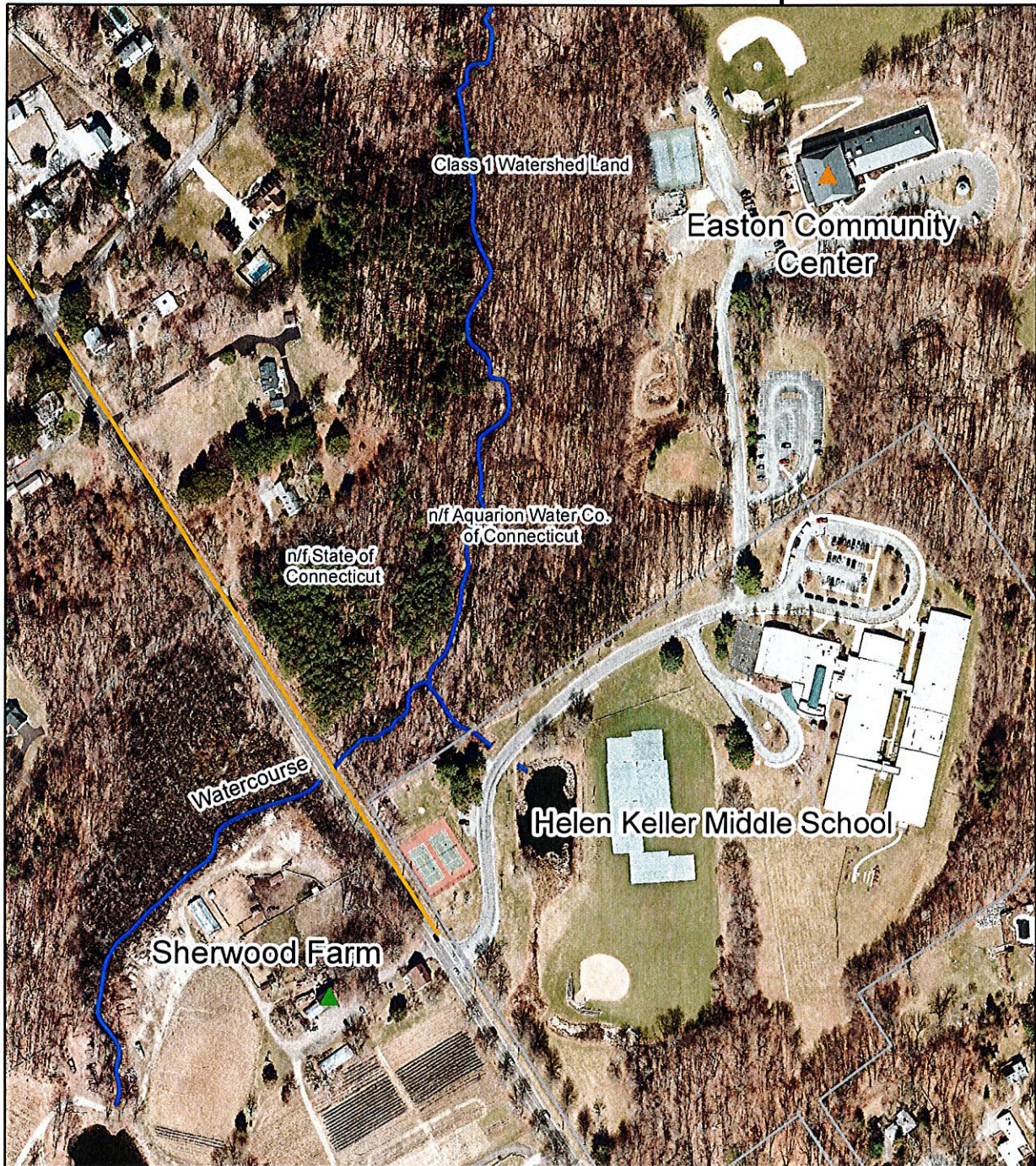
## Pathway Types

-  Asphalt Multi-Use Path 10' Wide
-  Concrete Multi-Use Path 10' Wide
-  Concrete Sidewalk 6' Wide

0 320 640 Feet



# Route 59 Shared-Use Path Concept Plan



Sheet 2 of 2

## Pathway Types

- Asphalt Multi-Use Path 10' Wide
- Concrete Multi-Use Path 10' Wide
- Concrete Sidewalk 6' Wide

0 320 640 Feet



## Route 59 Multi-Use Path Town of Easton

### Major and Minor Contract Items

A	Major Items Subtotal			\$	375,950
B	Minor Items Subtotal	15	% of Line "A"	\$	56,393
C	Major and Minor Contract Items Subtotal (A + B)			\$	432,343

Clearing and Grubbing (suggested 0.5% - 2%)	2	% of Line "C"	\$ 8,647
M & P of Traffic (suggested 2% - 5%)	3	% of Line "C"	\$ 12,970
Mobilization (suggested 4% - 10%)	5	% of Line "C"	\$ 21,617
Construction Staking (suggested 1% - 2%)	1	% of Line "C"	\$ 4,323
<b>D Other Items Subtotal</b>			<b>\$ 47,557</b>

### Inflation Costs (Simple Method)

Date of Estimate (provide date of estimate)	Sep-19
Anticipated Bid Date (provide anticipated bid date)	Oct-22
Annual Inflation (5% annually, 0% at Final Design)	4%

<b>G</b>	<b>TOTAL CONTRACT COST ESTIMATE (E + F) (Rounded to nearest \$1000)</b>	<b>\$ 539,000</b>
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2017 Project Cost Summary		
Contract Cost Estimate (Line "G")		\$ 539,000
Contingencies (25% planning level estimate)	25%	\$ 134,750
Incidentals (25% planning level estimate)	25%	\$ 134,750
ROW	LS	\$ 15,000
Utilities	LS	\$ -
Design Phase Engineering Costs	LS	\$ 65,000
<b>TOTAL PROJECT COST</b>		<b>\$ 888,500</b>

## APPENDIX D

### David Bindelglass

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**From:** Radacsi, Sara <Sara.Radacsi@ct.gov>  
**Sent:** Monday, August 17, 2020 2:42 PM  
**To:** 'Francis Pickering (fpickering@westcog.org)'; Matt Fulda; Meghan Sloan; Rick Dunne; Mark Nielsen; 'Kristin Hadjstylianos'; Patrick Carleton  
**Cc:** Wojenski, Maribeth C; Hayward, Hugh H; Scott.Roberts; Kulpa, James; Cain, Kelly; Faraci, Kathryn A; Saldana, Michelle C; Salmoiraghi, Kurt (FHWA); Leah.Sirmin@dot.gov; Radacsi, Sara; Eucalitto, Garrett T.; Cabelus, Robbin L; Fallon, James A; Meyers, Darren E  
**Subject:** [External] Transportation Alternatives Projects and Requested Information in Bridgeport TMA, Easton Route 59 Shared Use Path, Weston Town Center Pedestrian Safety  
**Attachments:** List of TA applications submitted for 2021-2025 Solicitation post review.xlsx; 2019 Weston App Review.pdf; 2019 Easton App Review.pdf

Hello Everyone-

On January 9, 2019, the Connecticut Department of Transportation (Department), in cooperation with the Federal Highway Administration, solicited applications for funding from the Councils of Governments (COG) under the Surface Transportation Block Grant (STBG) program set-aside for funding for Transportations Alternatives (TA). In anticipation of the Fixing America's Surface Transportation Act (FAST Act) expiration in September 2020, this solicitation is intended to position the Department, COGs and Municipalities across Connecticut for continued project delivery under subsequent Federal transportation legislation. The deadline for submission was September 30, 2019.

Applications were received from the following municipalities last Fall within the Bridgeport urbanized area: Easton, Weston, Trumbull, Norwalk, Stratford, Stamford, Bridgeport, Oxford, Fairfield, and Beacon Falls with Seymour. The Department, with assistance from its liaison consultant, Vanasse Hangen Brustlin, Inc. (VHB), has performed a detailed budget analysis, as well as a scope and field review of projects that fit within available funding in priority order, as ranked by the COGs. These reviews have revealed that the application cost estimates are typically lower than that of the estimates developed using current Department estimating guidelines for federally funded projects, thereby resulting in fewer fundable projects. Based on Department estimates as outlined in the table below, the following projects within the Bridgeport Urbanized Area have been identified as candidates for initiation using TA program funding; Easton and Weston. As stated in our August 4, 2020 COG Teleconference meeting, when future Federal legislation regarding TAP and its associated funding becomes available, the Department will further evaluate the TAP priority list of projects in each region, coordinate with the COGs and municipalities, and allocate funding to subsequent projects where practicable.

The table also provides a comparison of the application cost estimate and the Department cost estimate, with the breakdown of the 80% federal funds and the 20% municipal share, (for ease of estimate comparison, Department back-up documentation is attached). **COG staff must confirm with the respective municipalities that additional local matching funds can be secured should their project advance with TA funding.** If additional matching funds are not available, the COG staff should discuss the project scope with the municipalities to determine if advancing a portion of the proposed project (with logical termini) would be desirable, to more closely match the TA program funding amount requested within the application. Once a determination has been made with the municipality as to how to proceed, the COG must obtain written confirmation from the MPO Board that prioritization of projects will not be impacted by an increased cost estimate or reduction in scope.

Municipality	Project	Application Cost		
		Estimate	DOT Cost Estimate	Increase
Easton	Route 59 Shared Use Path	\$888,500	\$1,585,000	\$696,500
		\$710,800 (Federal)	\$1,268,000 (Federal)	\$557,200 (Federal)

		<i>\$177,700 (Local)</i>	<i>\$317,000 (Local)</i>	<i>\$139,300 (Local)</i>
Weston	Town Center	\$2,665,000	\$2,656,000	n/a*
	Pedestrian Safety			
	Phase 2			

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The application cost estimate for the Weston project was consistent with Department estimating guidelines.

Note: In addition to the scope and cost decisions requested above, the following projects require additional information prior to their initiation as outlined in the comments below:

**Easton:**

- The project should be extended at its south end to a logical terminal point such as the small parking lot adjacent to the tennis courts which has potential to provide parking for the trail.
- The 450' of 10' wide concrete path will either need to be changed to bituminous concrete or the Town will need to provide additional funding for the upgrade to concrete surfaced multi-use trail.
- The Town should confirm that they will secure the additional local match for the higher estimated cost prior to the project advancing.

**Weston:**

- The project appears to impact a number of mature trees and stone walls along project roadways. In past project experience, the removal of these roadside features can cause controversy. It is recommended that the Town conduct early public outreach to gauge public support given the likely removal of these roadside features.
- The project relies on connecting to a LOTCIP funded project. Provide an update on the schedule for the LOTCIP project as well as an assurance that it will be completed ahead of this project. If the LOTCIP project is not advancing, provide a plan to satisfy the requirement for a logical endpoint.
- The overlook trail appears to end at a parking lot on church property. To satisfy logical endpoint requirement, the trail may need to be extended out to the public street right-of-way or some other means to create a continuous path for public access and use. Provide a plan to create a continuous path for public access and use.

Should the municipality, MPO, or COG staff have technical questions regarding the proposed TA project or the Department's review, please contact Scott Roberts in the DOT Division of Highway Design by email or [scott.roberts@ct.gov](mailto:scott.roberts@ct.gov).

The COGs must notify Sara Radacsi, in the Department's RPO Coordination Unit, by email at [sara.radacsi@ct.gov](mailto:sara.radacsi@ct.gov) and provide the requested information by October 30, 2020:

- Confirmation that the municipalities listed above will be able to provide the additional local matching funds **or** notification that the municipalities will be revising their project scopes to better fit the requested application amount. **If a municipality intends to revise the scope of its project to fit within the application estimate, the COG must submit the municipality's revised scope to Sara Radacsi by October 30, 2020.**
- A letter from the MPO's Board supporting any changes.
- Responses to project specific questions listed above.

I will be reaching out by email to set up TEAMS meetings to discuss the project specific information for the Easton and Weston TA projects.

Thank you,  
Sara

*Sara Radacsi*



## Bridgeport-Stamford UZA Transportation Alternatives Set-Aside Program Project Priorities

### Priority No. 1

**Town:** Easton

**COG:** MetroCOG

**Project:** Route 59-Center Road-Banks Road-Morehouse Road Multi-Use Path

**Total Cost:** \$888,500

**Federal:** \$710,800

**Local:** \$177,700

**Description:** The project would install an 8-to-10 foot wide multi-use path along the east side of Route 59 from Flat Rock Road to Center Road and ending at the driveway to Silverman's Farm, a distance of about 4,300 feet. The path will provide a safe route, separated from traffic that will connect the more densely developed area of Easton to the middle school, the town center area and Silverman's Farm.

### Priority No. 2

**Town:** Weston

**COG:** WestCOG

**Project:** Weston Town Center Pedestrian Safety Improvements

**Total Cost:** \$2,290,000

**Federal:** \$1,832,000

**Local:** \$458,000

**Description:** The proposed project will construct about 2,000 feet of a 10-foot multi-use trail sidewalks and improve pedestrian connections in and around the Weston town center, which includes schools, municipal buildings, library and other destinations. The project will begin immediately east of the Norfield Congregational Church on the north side of Norfield Road and extend approximately 2,300 linear feet to east to the intersection of Norfield Road and Old Hyde

Road. The sidewalks continue northerly along the west side of Old Hyde Road a distance of approximately one mile (5,400 linear feet) to the intersection of Lords Highway and Old Hyde Road where sidewalk improvements are proposed under a LOTCIP funding program. The project also includes 1,200 linear feet of 12-foot wide multi-use trail which will provide additional pedestrian, bicycle and emergency access between Old Hyde Road and the high school within a right-of-way owned by the town.

### Priority No. 3

**Town:** Trumbull

**COG:** MetroCOG

**Project:** White Plains Commuter Lot-Pequonnock River Trail Connector

**Total Cost:** \$804,000

**Federal:** \$643,200

**Local:** \$160,800

**Description:** The proposed project will construct a six-foot connector path from the commuter lot located at Route 15 and Route 127 to the existing Pequonnock River Trail at Rocky Hill Road. The path will be built along the south side of Route 127, and includes the installation of a pedestrian bridge over the Pequonnock River at Rocky Hill Road.

### Priority No. 4

**Town:** Norwalk

**COG:** WestCOG

**Project:** Norwalk River Valley Trail – Phase 3

**Total Cost:** \$4,924,500

**Federal:** \$3,939,600

**Local:** \$984,900

**Description:** The proposed project will construct a 2,000-foot section of the Norwalk River Valley Trail along the US Route 7 expressway from Broad Street to Perry Avenue. The project will require a 175-foot pedestrian bridge over the Norwalk River and about 1,200 feet of boardwalk. When completed the NRVF will extend about 28 miles from Calf Pasture on Long Island Sound to Danbury.

### Priority No. 5

**Town:** Seymour-Beacon Falls

**Project:** Naugatuck River Greenway Trail – Route 67 to Route 42

**COG:** NVCOG

**Total Cost:** \$3,054,000

**Federal:** \$2,443,200

**Local:** \$610,800

**Description:** The project includes the construction of a section of the Naugatuck River Greenway trail from just north of the downtown area of Seymour to a town-owned recreational facility, Toby's Pond, located in Beacon Falls. At Toby's Pond, the new trail section will connect to an existing trail that will provide a link to Route 42. The project will construct an asphalt, 10-foot wide multi-use trail that will provide a continuous path from Route 67 in Seymour to Route 42 in Beacon Falls. This project will include the construction of concrete sidewalks and associated grading which will include minor retaining walls. Because of the trail's alignment in proximity to the Waterbury branch rail line, safety features such as chain link fences and railings will be installed to protect users from entering the active train tracks and steep slope sections. Solar Powered Emergency Call Boxes are proposed along the wooded trail for any potential emergency situation. The town of Seymour is currently designing intersection improvements and sidewalk expansion at the Bank Street (Route 67), Franklin Street and River Street (Route 313) intersection. These improvements will provide the link between the proposed trail and a recently completed section that extends from Route 67 into the downtown. The intersection will be improved for ADA compliance with new concrete ramps, and painted crosswalks.

### Contingency No. 1

**Town:** Bridgeport

**COG:** MetroCOG

**Project:** South Park Avenue Streetscapes

**Total Cost:** \$3,825,000

**Federal:** \$2,700,000

**Local:** \$1,125,000

**Description:** The proposed project will improve bicycle and pedestrian features along the southern end of Park Avenue. Park Avenue connects downtown Bridgeport to two of the City's most significant regional educational and recreational assets, The University of Bridgeport and Seaside Park. The project will install an 8-foot, protected bi-directional bike lane on the southbound section of Park Avenue. Additional improvements may include pedestrian amenities (benches, bumpouts, pocket parks and plazas) and enhanced landscaping to create better sight lines.

## Contingency No. 2

**Town:** Oxford

**Project:** Oxford Main Street Extension I (Sidewalk)

**COG:** NVCOG

**Total Cost:** \$1,338,000

**Federal:** \$480,000

**Local:** \$120,000

**Description:** The proposed project will construct sidewalks along Route 67 from Riggs Street to the Quarry Walk development, a distance of approximately  $\frac{3}{4}$  mile. It will require three pedestrian bridges over the Little River. Benches, overlooks, crosswalks, and traffic calming techniques are also part of the project concept. The purpose and need of the project is to provide for safe pedestrian passage along Route 67 between the Municipal Center (Town Hall and Library) and the Quarry Walk mixed use development, as well as access to an adjacent nature preserve that is being developed by the town. Traffic on Route 67 is high and currently operates at a high rate of speed; Route 67 does not have sidewalks or any other pedestrian safety features. The proposed improvements will be determined from the Oxford Main Street/ Route 67 Alternative Transportation Plan that NVCOG will be kicking off in Summer 2019.

## Contingency No. 3

**Town:** Stamford

**COG:** WestCOG

**Project:** Sidewalks Creating Safe Routes to School

**Cost:** \$3,900,000

**Federal:** \$3,120,000

**Local:** \$780,000

**Description:** The proposed project is intended to replace and construct 1,320 lineal feet (or 0.25 miles) of sidewalk annually, primarily using existing roadway rights-of-way. The project will provide safe and comfortable walking environments to numerous qualifying elementary, middle and high Schools within the City.

## Contingency No. 4

**Town:** Stratford

**COG:** MetroCOG

**Project:** Housatonic River Greenway Extension Phase 3

**Cost:** \$508,930

**Federal:** \$407,144

**Local:** \$101,786

**Description:** The Housatonic River Greenway Plan was completed in 2008. The first phase of the greenway (Main/Birdseye) was established in Stratford's South End in 2010. The final designs have been completed for the second phase (Birdseye/Elm/Main). This project will provide engineered designs and permitting for the 3rd extension of the trail. This section of the greenway will run along Ferry Boulevard/State Route 130. The section will begin at Elm Street and run north and east to the Dock Shopping Center and Devon Bridge (Milford line).

### Contingency No. 5

**Town:** Fairfield

**COG:** MetroCOG

**Project:** Kings Highway Pedestrian Improvements – Phase 3

**Cost:** \$1,872,000

**Federal:** \$1,497,600

**Local:** \$374,400

**Description:** Kings Highway Pedestrian Improvements Phase 3 would extend recently constructed pedestrian improvements from Villa Avenue to the Bridgeport City Line. These improvements would include handicap accessible sidewalks on both sides, new medians, new curbs, ADA ramps, minor streetscaping and/or landscaping that would connect residential neighborhoods in both Fairfield and Bridgeport. This will allow for connections to transit stops, 1-mile walking distance to the train station, local businesses, restaurants, banks, doctors/dentist offices, grocery stores, and pharmacies. Recently Phase 2 (through LOTCIP) has been constructed and is well received by the neighborhood.



**STATE OF CONNECTICUT**  
**DEPARTMENT OF TRANSPORTATION**  
**2800 BERLIN TURNPIKE, P.O. BOX 317546**  
**NEWINGTON, CONNECTICUT 06131-7546**



November 27, 2020

**TO:** Directors of the Councils of Governments (COGs)

**FROM:** Kimberly Lesay  
Bureau Chief  
Policy and Planning

Digitally signed by Kimberly  
Lesay  
Date: 2020.11.24 14:38:46  
-05'00'

**SUBJECT:** 2021-2025 Transportation Alternatives Program Selected Projects

On January 9, 2019, the Connecticut Department of Transportation (Department), in cooperation with the Federal Highway Administration, solicited applications for funding under the Surface Transportation Block Grant (STBG) program set-aside for Transportation Alternatives (TA) from the Metropolitan Planning Organizations (MPO)/Rural Councils of Governments (COG). The deadline for submission was September 30, 2019. On August 17, 2020, the Department emailed the MPOs/COGs with the status of the Department's review of the applications and potential project selections. In that email, the Department requested each MPO/COG board's written confirmation that municipalities are able to provide the required local matching funds for projects selected for advancement through the solicitation.

**Based upon review of the documentation submitted by the MPOs/COGs in response to the Department's August 17, 2020 email, the following projects have been selected for initiation for FFY2021-2025 Transportation Alternatives Program funding. \***

**It is anticipated that project initiation will occur in the next few months:**

Hartford TMA FFY2021-2025	
<i>Municipality</i>	<i>Project</i>
New Britain	Beeline Trail, Phase 1
Mansfield	Downtown Pedestrian Loop Closure

Bridgeport/Stamford TMA FFY2021-2025	
<i>Municipality</i>	<i>Project</i>
Weston	Weston Town Center Pedestrian Safety Improvements
Easton	Route 59, Multi-Use Path

New Haven TMA FFY2021-2025	
<i>Municipality</i>	<i>Project</i>
Hamden	New Haven, Farmington Canal Heritage Trail Section 1
Meriden	Research Parkway Linear Trail

Norwich-New London TMA FFY2021-2025	
<i>Municipality</i>	<i>Project</i>
Norwich	New London Turnpike Complete Streets

TAP Other FFY2021-2025	
<i>Municipality</i>	<i>Project</i>
Watertown	Completion of Steele Brook Greenway, Lower Segment
Brookfield**	Streetscape Phase 4

\*\*TBD the Brookfield project may not move forward in the TA program. Next priorities will be evaluated by the Department.

TAP Rural FFY2021-2025	
<i>Municipality</i>	<i>Project</i>
Pomfret	Airline Trail Road Crossing Phase 2
Kent	Kent Streetscape Enhancement

Should the municipality, MPO, or COG staff have technical questions regarding the TA projects or the Department's review, please contact Mr. Scott Roberts, Transportation Alternatives Program Manager, in the DOT Division of Highway Design at [scott.roberts@ct.gov](mailto:scott.roberts@ct.gov).

*\* Any revisions to the TA Program in future federal highway legislation that reduce funding levels, while highly unlikely, could impact the number of projects that advance.*

Cc: COG Planners

## APPENDIX E

### **2019 STBG TA Application Review Summary**

Project Name: Easton, Route 59 Shared-Use Path

Region: MetroCOG

Type of Project: Multi-use Trail Pedestrian Improvements

Design Funding: Requested by the Town within the application.

ROW Funding: Requested by the Town within the application.

### **Cost Estimate**

Application Amount: \$888,500

Estimated Amount: \$1,585,000

Basis: 2019 Cost Estimating Guidelines

Assumptions: 25% minor items, 25% incidentals, 25% contingency, 5%/yr @3yrs inflation

Discussion: Town's estimate for Construction was much lower than VHB's. The Town's estimate for design services was also much lower than VHB's. No costs were included in the Town's estimate for utility relocation costs. Retaining wall costs appeared to be low.

### **Concerns**

The project is approximately ½ mile in length and is for a 10' wide multi-use trail except for a 300' section which narrows down to 6' through the village center. The application indicated that slope rights and temporary easements may be required, from the review it appears as though up to seven parcels may be affected and will require permanent easements.

A local inland wetlands permit will be required for the culvert extension work.

Utility pole relocation is required. Existing stone walls may require historic consideration.

Design Cost in the application is approximately half of VHB's estimate.

### **Recommendations**

The Town should be approached to verify that they have the additional funds to match the increased estimated cost.

Project should be extended on its south end to the small parking lot adjacent to the tennis courts to providing parking for the trail.

Change the 450' of 10' wide concrete path to bituminous concrete \$58,000 in savings (estimate above reflects the change from concrete to bituminous concrete.

Easton, Route 59 Shared Use Path (All Bit Trail)				
MetroCOG				
ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
<b>ROADWAY ITEMS</b>				
Earth Excavation	C.Y.	950	\$22	\$20,900
Rock Excavation	C.Y.	95	\$40	\$3,800
Trench Excavation	C.Y.			
Rock in Trench Excavation	C.Y.			
Formation of Subgrade	S.Y.	3,900	\$3	\$11,700
Processed Aggregate Base	C.Y.	650	\$43	\$27,950
Bituminous Concrete	Ton	650	\$120	\$78,000
Sedimentation Control System	L.F.	3000	\$6	\$18,000
Stone Dust	CF			
Drainage Structures	EA	3	\$4,800	\$14,400
Drainage Pipe (12" RCP)	L.F.	100	\$66	\$6,600
Rip Rap	C.Y.	3	\$90	\$270
Curbing (TYPE)	L.F.			
Guide Rail (TYPE)	L.F.			
Concrete Sidewalk	S.F.	2250	\$11	\$24,750
Concrete Trail	S.F.	0	\$11	\$0
Bituminous Concrete Driveway (TYPE)	S.Y.	2300	\$31	\$71,300
Furnishing and Placing Topsoil	S.Y.	3100	\$7	\$21,700
Turf Establishment	S.Y.	3100	\$2	\$6,200
Construction Field Office	MO.	6	\$2,700	\$16,200
Handicap Ramps	SF	485	\$20	\$9,700
Detectable Warning Strips	EA	13	\$230	\$2,990
<b>STRUCTURE ITEMS</b>				
Retaining Walls	SF	920	\$100	\$92,000
	LS			
<b>TRAFFIC ITEMS</b>				
Trafficmen - Police	HR.	1040	\$75	\$78,000
Trafficmen - Flagger	HR.	100	\$55	\$5,500
Traffic Signal	L.S.			
Pavement Markings	L.F.			
Pavement Markings	S.F.			
Signs	S.F.			
<b>OTHER ITEMS</b>				
Wood Fence	LF	250	\$60	\$15,000
Bollards	EA			
			SUBTOTAL	\$524,960
			Minor Items (25%)	\$131,240
			Clearing and Grubbing (2%)	\$13,120
			M&P of Traffic (3%)	\$19,690
			Mobilization (6.5%)	\$42,650
			Construction Staking (1%)	\$6,560
			SUBTOTAL	\$738,220
			Incidentals (25%)	\$184,560
			Contingencies (25%)	\$184,560
			Inflation (5% annually)	\$55,370
			SUB-TOTAL	\$1,162,710
			CENG	\$297,550
			ROW	\$50,000
			Utilities	\$75,000
			TOTAL	\$1,585,260
			Federal 80%	\$1,268,208
			Local 20%	\$317,052

Project Length= 2800 Number of sheets = 5

## Plans

Description	No. Shts.	hrs/sht	hours	Comments
Title Sheet	1	10	10	
Quantities	1	40	40	
Baseline layout, Survey Info., Notes(20 Scale)	5	40	200	assume 600' per sheet @ 20 scale
Index Plan (200 Scale)	1	10	10	assume 6000' per sheet @ 200 scale
Existing Conditions Plans (20 Scale)	5	40	200	assume 600' per sheet @ 20 scale
Plan Sheets (20 Scale Layout and Landscaping)	5	40	200	assume 600' per sheet @ 20 scale
Plan Sheets (20 Scale Grading, E&S and utilities)	5	40	200	assume 600' per sheet @ 20 scale
Profile Sheets (20 scale)	5	20	100	assume 600' per sheet @ 20 scale
Cross Sections	14	10	140	assume cross sections every 50' x 4 sections to a sheet= 14 sheets
Enlarged Details	0	10	0	
Misc. Details & Typical Sections	4	10	40	
Pavement Marking and signing Plans	3	20	60	assume 600' per sheet @ 20 scale
Illumination Plans	0	40	0	
Illumination Details, Notes, Schedules	0	20	0	
Structure Plans	2	80	160	
Structure Details	2	24	48	
Boring Logs	1	4	4	
CTDOT Details	3	2	6	
<b>Sheet Total</b>	<b>57</b>		<b>1418</b>	assume \$125/hour \$177,250
Survey (\$4/ft or \$6/ft)	\$12,000			\$12,000
Inland Wetland Flagging	\$5,000			\$5,000
Driller				\$10,000

	Quantity	hours		
FMC-MOU	0	40	0	
Planning and Zoning	1	12	12	
PD,SFD, FD Design Reports	1	40	40	
Response to Comments (3)	3	48	144	
Cost Estimate (3)	3	48	144	
Meetings	5	8	40	
Special Provisions	1	50	50	
Arch Recon Phase 1	1	40	40	
Local Inland Wetlands	1	16	16	
Bidding Services	1	44	44	
		530		
			assume \$125/hour	\$66,250
			Sub-total	\$270,500
			10% EW	\$27,050
			Total	\$297,550

Contract Cost Estimate (Line "G")		\$	539,000
Contingencies (25% planning level estimate)	25%	\$	134,750
Incidentals (25% planning level estimate)	25%	\$	134,750
ROW	LS	\$	15,000
Utilities	LS	\$	-
Design Phase Engineering Costs	LS	\$	65,000
<b>TOTAL PROJECT COST</b>		<b>\$</b>	<b>888,500</b>

## APPENDIX F

### David Bindelglass

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**From:** Justin Giorlando, PE <EastonLandUse@ForceDEB.com>  
**Sent:** Friday, May 21, 2021 5:45 PM  
**To:** David Bindelglass  
**Subject:** Cost Estimate revisions on Sport Hill Road Pathway  
**Attachments:** Easton Route 59 TAP Revised Cost Estimate 6-3-19.pdf; Easton Route 59 TAP Revised Cost Estimate 6-3-19 (rev scope).pdf; Easton Route 59 TAP Revised Cost Estimate 8-29-19.pdf; Easton Route 59 TAP Revised Cost Estimate 8-28-2020.pdf; Easton Route 59 TAP Revised Cost Estimate 9-14-2020.pdf; Easton Route 59 TAP Revised Cost Estimate 10-28-2020.pdf; Easton Route 59 TAP Revised Cost Estimate 12-22-2020.pdf

Hi Dave,

Here is the sequence of revisions:

- 6/3/2019 - \$1,057,990 – METROCOG cost estimate for CONSTRUCTION only; original submission from Flat Rock; assumed all concrete path
- 6/3/2019 (alternate) - \$498,082 – METROCOG cost estimate for CONSTRUCTION only; revised length to middle school driveway; reduced width to 6'
- 8/29/2019 - \$888,500 – METROCOG cost estimate for DESIGN and CONSTRUCTION; based on scope submitted with application and included with it; 8'-10' asphalt path from MS to EVS and 6' concrete path from EVS to Silverman's X-walk;
- 8/28/2020 - \$1,585,260 – CTDOT Consultant Estimate – much higher design phase cost; higher police cost; included field office; higher retaining wall cost; more handicap ramps; includes drainage structures; higher percentages used
- 9/14/202 - \$973,000 – METROCOG cost estimate – after some discussions between engineer some revisions to discrepancy items were made and missing items were added; concrete sidewalk was removed to evaluate cost savings v. scope change
- 10/28/2020 - \$1,053,000 – METROCOG cost estimate – increased engineering cost after further discussions; increased federal oversight on this due to federal funding was the factor
- 12-22-2020 - \$1,227,205 – METROCOG cost estimate – concrete sidewalk replaced in estimate, not a huge increase to maintain original scope

VHB took the final estimate from METROCOG and plugged numbers into their spreadsheet. Their sheet rounds up throughout so it landed at a slightly higher calculated number than METROCOG's sheet.

Best,  
Justin

Sincerely,  
Justin Giorlando, PE  
Easton Land Use and Planning  
(203) 268-6291 x121  
[EastonLandUse@ForceDEB.com](mailto:EastonLandUse@ForceDEB.com)

## David Bindelglass

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**From:** Christopher Faulkner <CFaulkner@VHB.com>  
**Sent:** Thursday, May 27, 2021 2:29 PM  
**To:** eastonlanduse@forcedeb.com; David Bindelglass  
**Subject:** Route 59 Multi-Use Path  
**Attachments:** Easton Route 59 TAP Revised Cost Estimate 10-28-2020 From Region.xlsx; Easton Cost Estimate Rev 122220.pdf; 2020-12-22\_154412\_Faulkner, Christopher\_Easton Cost Estimate.msg

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

David/Justin:

Thanks for taking the time this afternoon to discuss the project. I was able to go through my correspondence with the Bob Kulacz at the Council of Governments with regards to the modifications to the cost estimates and I can offer the following:

- Our original cost estimate for the project was approximately \$1,500,000 (Design and construction) which took the project from the school to Silverman Farm. The cost estimate in the application was approximately \$888,500.
- Around 10/26/2020 VHB had a phone call with MetroCOG and the Town to discuss the cost increase and it was decided during that phone call that the project would be shortened to end at the Village Store.
- On 10/28/20 Bob Kulacz had submitted to VHB an update of the cost estimate that was included in the application (attached) that had the total project cost at approximately \$1,050,000 (ending at the Village Store). In a discussion with Bob on some of the costs in his and our estimate we agreed that the amounts we were using for right of way acquisition and utility relocations were a bit high and agreed to lower them to be more in line with what Bob felt was the true amount. We also asked Bob to add in costs for Police Officers for traffic control.
- On 12/9/20 I sent an email to Megan Sloan at MetroCOG (with a cc to Justin) that we were in general agreement with the costs Bob had included in his 10/28/20 cost estimate (we did an independent check of Bob's estimate and we came in at \$1,100,00, which is essentially the same as Bob's)
- On 12/22/20 we had a conversation with by Megan Sloane (copy of email attached) where we discussed the Town's desire to go back to the original project description and extend the project to Silverman Farm with a sidewalk from the Village Store to Silverman Farm. The attached cost estimate reflects that work. I don't think Bob ever updated his cost estimate for the project extension to Silverman Farm (at least that I'm not aware of). So I think the disconnect regarding the cost increase from \$1.0M to \$1.25M was the fact the project was extended. It does appear we carried through some of changes Bob had requested in his 10/28/20 estimate.

Sorry for the length of this email, but I think it's a pretty good summary of what happened. I believe if Bob had taken his estimate from 10/28/20 and added the additional sidewalk to Silverman Farm, he would have been in the \$1.25M range.

If you have any questions, please feel free to contact me.

Thanks.

**Chris Faulkner, PE**  
Senior Project Engineer



100 Great Meadow Road

## David Bindelglass

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**From:** Faulkner, Christopher  
**Sent:** Tuesday, December 22, 2020 3:44 PM  
**To:** 'Meghan Sloan'; Robert Kulacz  
**Cc:** Kulpa, James; Matt Fulda  
**Subject:** Easton Cost Estimate  
**Attachments:** Easton Cost Estimate Rev 122220.pdf

Meghan/Bob:

Thanks for taking the time today to discuss your revisions to the proposed project. We have revised the cost estimate based on extending the project from the Easton Village Store to the crosswalk at Silverman's Farm.

The cost estimate basically adds a 6' wide sidewalk for 750 LF. I also included the additional handicap ramps and detectable warning strips that will likely be required. It appears there is sufficient room to place the sidewalk behind the number of utility poles in this stretch, so I have not modified the cost for utilities. The design costs were also increased slightly to account for the additional survey and additional design work.

Please review at your convenience, and if you have any questions, feel free to give me a call.

Thanks and have a Happy Holidays.

**Chris Faulkner, PE**  
Senior Project Engineer



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Easton, Route 59 Shared Use Path (All Bit Trail, Extended to Silverman with 6' Walk)					
MetroCOG					
ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT	
<b>ROADWAY ITEMS</b>					
Earth Excavation	C.Y.	750	\$22	\$16,500	
Rock Excavation	C.Y.	75	\$40	\$3,000	
Trench Excavation	C.Y.				
Rock in Trench Excavation	C.Y.				
Formation of Subgrade	S.Y.	2,250	\$3	\$6,750	
Processed Aggregate Base	C.Y.	500	\$43	\$21,500	
Bituminous Concrete	Ton	525	\$120	\$63,000	
Sedimentation Control System	L.F.	2,000	\$6	\$12,000	
Stone Dust	CF				
Drainage Structures	EA	3	\$4,800	\$14,400	
Drainage Pipe (12" RCP)	L.F.	100	\$66	\$6,600	
Rip Rap	C.Y.	3	\$90	\$270	
Curbing (TYPE)	L.F.				
Guide Rail (TYPE)	L.F.				
Concrete Sidewalk	S.F.	0	\$11	\$0	
Concrete Trail	S.F.	0	\$11	\$0	
Bituminous Concrete Driveway (TYPE)	S.Y.	720	\$31	\$22,320	
Furnishing and Placing Topsoil	S.Y.	2,250	\$7	\$15,750	
Turf Establishment	S.Y.	2,250	\$2	\$4,500	
Construction Field Office	MO.	6	\$2,700	\$16,200	
Handicap Ramps	SF	490	\$20	\$9,800	
Detectable Warning Strips	EA	15	\$230	\$3,450	
Concrete Sidewalk	SF	4500	\$12	\$54,000	
<b>STRUCTURE ITEMS</b>					
Retaining Walls	SF	920	\$100	\$92,000	
	LS				
<b>TRAFFIC ITEMS</b>					
Trafficmen - Police	HR.	1040	\$75	\$78,000	
Trafficmen - Flagger	HR.	100	\$55	\$5,500	
Traffic Signal	L.S.				
Pavement Markings	L.F.				
Pavement Markings	S.F.				
Signs	S.F.				
<b>OTHER ITEMS</b>					
Wood Fence	LF	250	\$60	\$15,000	
Bollards	EA				
			SUBTOTAL	\$460,540	
			Minor Items (25%)	\$115,140	
			Clearing and Grubbing (2%)	\$11,510	
			M&P of Traffic (3%)	\$17,270	
			Mobilization (5%)	\$28,780	
			Construction Staking (1%)	\$5,760	
			SUBTOTAL	\$639,000	
			Incidentals (25%)	\$159,750	
			Contingencies (25%)	\$159,750	
			Inflation (5% annually)	\$47,930	
			SUB-TOTAL	\$1,006,430	
			CENG	\$170,775	
			ROW	\$25,000	
			Utilities	\$25,000	
			TOTAL	\$1,227,205	
			Federal 80%	\$981,764	
			Local 20%	\$245,441	